



ASSOCIATE OF
AFFILIATED CUSTOMS BROKERS
(MONTREAL) LTD.
LACOLLE - STANHOPE



ST-ARNAUD & BERGEVIN LIMITÉE LIMITED

COURTIERS EN DOUANE • ENTREPOSEURS • CAMIONNEURS • AGENTS TRANSITAIRES
CUSTOMS BROKERS • WAREHOUSEMEN • BONDED CARTERS • INTERNATIONAL FREIGHT FORWARDERS

118 RUE ST-PIERRE — MONTREAL 1, CANADA — 118 ST. PETER St.
TELEPHONE BELAIR 1561*

A/-TO

Rev. Pere M. Dulude,
Ecole d'Agriculture,
St. Martine,
Co. Chateaugay, Que.

le 29 Novembre, 1954. **57930**

DATE

REF. NO:

QUANTITÉ ET DESCRIPTION DES MARCHANDISES - QUANTITY AND DESCRIPTION OF GOODS		MARQUES ET NUMÉROS - MARKS AND NUMBERS	
2 cse. Peintures			
EXPÉDITEURS - SHIPPERS		ORIGINE - COUNTRY	
V.Diniacopoulos, Paris, France.			
VIA	PRO.	MFST.	CHAR - CAR
Prins Fred.Hendrik	C.2469	B/L 15	

ENTRÉE - ENTRY

Frais de camionnage des quais à nos
entrepôts sur deux caisses de peintures,

\$2.00

Manutention et étiquetage, connaissance
et attention pour expédition,

2.00

Timbees, formules, etc.

0.15

\$4.15

IMPORTANT - VEUILLEZ NOTER: LE PERCEPTEUR DES DOUANES AU PORT DU DÉDOUANEMENT, OU NOUR, DEVRA ÊTRE AVISÉ PAR ÉCRIT DANS LES DÉLAIS SUIVANTS DE LA DATE DE L'ENTRÉE: POUR ERREUR OU MANQUE DE MARCHANDISE DANS LES TRENTE JOURS, POUR DESCRIPTION ERRONÉE SUR L'ENTRÉE OU SUR LES FACTURES, QUATORZE JOURS, POUR DOMMAGES QUATORZE JOURS, SELON SECTIONS 124, 126, 67-68 DE L'ACTE DES DOUANES.

IMPORTANT - PLEASE NOTE: THE COLLECTOR OF CUSTOMS AT PORT OF CLEARANCE, OR OURSELVES, MUST BE ADVISED IN WRITING WITHIN THE FOLLOWING TIME FROM DATE OF ENTRY: FOR ERRORS OR SHORTAGES WITHIN THIRTY DAYS, FOR MISDESCRIPTION IN THE INVOICE OR ENTRY, FOURTEEN DAYS, FOR DAMAGES FOURTEEN DAYS, SEE SECTIONS 124, 126, 67-68 OF THE CUSTOMS ACT.

DROITS PAYABLES COMPTANT - THIS ACCOUNT IS PAYABLE CASH

LES ITEM CI-HAUT MENTIONNÉS REPRÉSENTENT DES DÉBOURSÉS
FAITS OU À FAIRE POUR VOTRE COMPTE. VOTRE PROMPTE REMISE
EST REQUISE AFIN D'ASSURER LE DÉDOUANEMENT.

THE ABOVE ITEMS REPRESENT PRINCIPALLY CASH PAID OR TO BE
PAID OUT FOR YOUR ACCOUNT. IMMEDIATE REMITTANCE IS RES-
PECTFULLY REQUESTED TO INSURE CLEARANCE OF GOODS.



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GOYETTE TRANSPORT MA 9244

Form 9

CANADIAN PACIFIC RAILWAY COMPANY

27

THIS MEMORANDUM

Is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

Shipper's No.....

Agent's No.....

RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading,

MONTREAL QUE.

NOV. 24th/54

at.....19.....

ST ARNAUD & BERGEVIN LIMITED.

from.....the goods described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from.....

to.....is in Cents per 100 Lbs.

IF Special

IF	Times	1st	IF	Class	IF	Class	IF	Class	IF	Class	IF	Class	IF	Class	IF	Class	IF	Class	IF	Class	per

(Mail Address—Not for purposes of delivery.)

Consigned to.....REV. PERE M. DULUDE ECOLE D'AGRICULTURE

Destination.....ST MARTINE.....CO. CHATEAUGUAY { Province or State of QUE. County of

Route.....GOYETTE TRANSPORT.....Car Initial.....Car No.....

No. Packages	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	If charges are to be pre-paid, write or stamp here, "To be Prepaid."
					COLLECT
2	cs. Pictures V.D. 1/2	400 lbs.			
					Received \$..... to apply in prepayment of the charges on the property described hereon.
					Agent or Cashier
	Ex. Prins Fred Hendrix				Per.....
	B/L 15.				(The signature here acknowledges only the amount prepaid.)
					Charges Advanced :
					\$.....

ST ARNAUD & BERGEVIN LTD. Shipper.

Agent.

Per.....

Per.....

dc

CONDITIONS

SEC. 1. The Carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.

SEC. 2. In the case of shipments from one point in Canada to another point in Canada, or where goods are shipped under a joint tariff, the Carrier issuing this bill of lading, in addition to its other liability hereunder, shall be liable for any loss, damage, or injury to such goods from which the other Carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect or default of any other Carrier to which such goods may be delivered in Canada, or under such joint tariff or over whose line or lines such goods may pass in Canada or under such joint tariff, the onus of proving that such loss was not so caused or did not so result being upon the Carrier issuing this bill of lading. The Carrier issuing this bill of lading shall be entitled to recover from the other Carrier on whose line or lines the loss, damage, or injury to the said goods shall have been sustained the amount of such loss, damage, or injury as it may be required to pay hereunder, as may be evidenced by any receipt, judgment, or transcript thereof. Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the Carrier issuing this bill of lading or any other Carrier.

SEC. 3. The Carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by the act of God, the Queen's or public enemies, riots, strikes, defect, or inherent vice in the goods, or the act or default of the shipper or owner; for differences in weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights when the elevators are not operated by the Carrier, unless the weights are evidenced by Government certificate; the authority of law or by quarantine. For loss, damage, or delay, except where cartage is to be performed by the Carrier or its agents, caused by fire occurring after forty-eight hours (exclusive of legal holidays), or in the case of bonded goods seventy-two hours (exclusive of legal holidays), after written notice of the arrival of said goods at destination or at port of export (if intended for export and not covered by a through bill of lading) has been sent or given, the Carrier's liability shall be that of warehouseman only. Except in case of negligence of the Carrier (and the burden of proving freedom from such negligence shall be on the Carrier), the Carrier shall not be liable for loss, damage, or delay occurring while the goods are stopped and held in transit upon the request of the party entitled to make such request. When in accordance with general custom, on account of the nature of the goods, or at the request of the shipper, the goods are transported in open cars, the Carrier (except in case of loss or damage by fire, in which case the liability shall be the same as though the goods had been carried in closed cars) shall be liable only for negligence, and the burden of proving freedom from such negligence shall be on the Carrier.

SEC. 4. No Carrier is bound to transport said goods by any particular train or vessel, or in time for any particular market or otherwise than as required by law, unless by specific agreement endorsed hereon. Every Carrier in case of physical necessity shall have the right to forward said goods by any railway or route between the point of shipment and the point of destination; but if such diversion be from a rail to a water route the liability of the Carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any Carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid, and the duty if paid or payable and not refunded), unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariff upon which the rate is based, in any of which events such lower value shall be the amount to govern such computation, whether or not such loss or damage occurs from negligence.

When under the terms of the classification or special reduced tariffs, the goods are carried at owner's risk, such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the Carrier from liability for any loss, damage or delay which may result from any negligence or omission of the Carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the Carrier.

Notice of loss, damage or delay must be made in writing to the Carrier at the point of delivery, or to the Carrier at the point of origin, within four months after delivery of the goods, or in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless notice is so given the Carrier shall not be liable.

Any Carrier or party liable on account of loss of or damage to any of said goods, on reimbursing to the insured the premiums paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not avoid the policies or contracts of insurance.

SEC. 5. Grain in bulk consigned to a point where the Carrier has an elevator or warehouse, or where there is a public or licensed elevator or warehouse, may be there delivered and placed with other grain of the same kind and grade without respect to ownership: Provided that this shall not apply to a point of final delivery if it is otherwise expressly noted hereon, unless the grain is not promptly unloaded after written notice of arrival has been sent or given to the person named herein. Grain so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SEC. 6. Goods not removed by the party entitled to receive them within forty-eight hours (exclusive of legal holidays), or in the case of bonded goods, within seventy-two hours (exclusive of legal holidays), after written notice has been sent or given, may be kept in car, station, or place of delivery or warehouse of the Carrier, subject to a reasonable charge for storage and to the Carrier's responsibility as warehouseman only, or may at the option of the Carrier (after written notice of the Carrier's intention to do so has been sent or given), be removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the risk of the owner and without liability on the part of the Carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

Goods in carloads shipped from a private siding or a station, wharf, or landing where there is no duly authorized agent, shall be at the risk of the owner until the car is lifted or bill of lading is issued by the Carrier, and thereafter shall be at the risk of the Carrier. Goods in carloads destined to a private siding, or station, wharf, or landing where there is no duly authorized agent, shall be at the risk of the Carrier until placed on the delivery siding.

All goods shall be subject to necessary cooperage and baling at owner's cost.

SEC. 7. No Carrier shall be bound to carry any documents, specie, or any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so (the duty of obtaining such special agreement to be on the Carrier when the nature of such goods is disclosed herein) and a stipulated value of the articles are endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the Carrier shall not be liable for any loss or damage thereto.

SEC. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading, the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

SEC. 9. Except in case of diversion from rail to water route, which is provided for in Section 4 hereof, and except as provided hereafter, if all or any part of said goods is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statute or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lake, sea, or other waters; or from explosion, bursting of boilers, or breakage of shafts not arising from the negligence of the Carrier, or from any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation or from prolongation of the voyage. And any vessel carrying any or all of the goods herein described shall be at liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or goods.

The term "water carriage" in this section shall not be construed as including lighterage or car ferriage across rivers, or in lake or other harbors, and the liability for such lighterage or car ferriage shall be governed by the other sections hereof.

If the goods are being carried under a tariff which provides that any Carrier or Carriers party thereto shall be liable for loss from perils of the sea, then as to such Carrier or Carriers the provisions of this section shall be modified in accordance with the provisions of the tariff, which shall be treated as incorporated into the conditions of this bill of lading.

SEC. 10. Every party, whether principal or agent, shipping explosives or dangerous goods without previous full written disclosure to the Carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

SEC. 11. Any alteration, addition or erasure in this bill of lading shall be signed or initialed in the margin by an agent of the Carrier issuing the same, and if not so signed or initialed shall be without effect, and this bill of lading shall be enforceable according to its original tenor.